



# Inspector's Daily Report

IDR Sheet	1	of	1	Sheets	Final Record Book	Page
Contract	C-7852			Day	Tuesday	
				Date	September 28, 2010	

DIARY - Including but not limited to: a report of the day's operations, time log (if applicable), orders given and received, discussions with contractor, and any applicable statements for the monthly estimate.

8:00 am - 11:30 am

I arrived on-site and met Brad Schut on the west end of the project. Brad and I walked the entire length of the project and he indicated that we could perform lift inspections on the both ends of the project.

Brad, Rocki Bishop, and I located 5 horizontal drains and 7 pattern dowels from approximate station 1323+00 to 1325+45 to approximate elevation 2558 MSL (Figure 1). We also located 3 spot dowels around station 1339+40 to approximate elevation 2535 MSL (Figure 2).

During our walk back to the west end of the project, I obtained current bench elevations from approximate station 1323+00 to 1330+25 to update Tom Badger's bench elevation spreadsheet.

I left the site and drove to the Hyak office to download photos and work on my IDR for the day.

3:00 pm - 5:00 pm

Brad Schut called and indicated that the contractor stated that a lift inspection was needed from approximate station 1332+00 to 1335+00. Brad also stated that he did not feel that the slope was completely scaled and was not ready for the lift inspection. When I arrived on-site, I observed that much of the toe of the exposed slope was not cleared of debris with many oversized boulders blocking the pattern dowel locations. Contractor personnel (Dick Wall and Aiesh Ragih) arrived on-site during to discuss the lift inspection. Dick indicated that much of the cut slope was exposed and we could locate any possible spot dowels. I told Dick and Aiesh that we needed the entire 12 foot lift exposed so we could locate any spot dowels and the designed pattern dowels during one site visit. Dick instructed the excavator operator to begin clearing the toe of the exposed slope so we could locate all the dowels at one time. Dick asked that we have the dowels located first thing the following morning so they could begin drilling since this was a time sensitive location. I indicated that I Brad and I would begin our shift early to accommodate Dick's request.

I drove back to the Hyak office and left for the hotel around 5:30 pm.

Jerry Wood called my cell phone around 7:00 pm and indicated that debris from the nightly blast had covered both of the westbound lanes and requested that I look at the slope before they open the highway to traffic. I arrived on-site around 7:30 pm and had the contractor shine excavator and dozer equipment lights on the slope in an attempt to assess the slope since it was dark. From what I could see, the highway cut slope appeared to have no adverse affects due to the recent blast. I told Jerry Wood that the contractor should continue to clear the roadway so the highway could be opened to traffic. I also indicated that the night WSDOT inspector should monitor the highway cut during the night in an attempt to determine any slope stability issues.

I left the site around 7:45 pm.

  
Signed



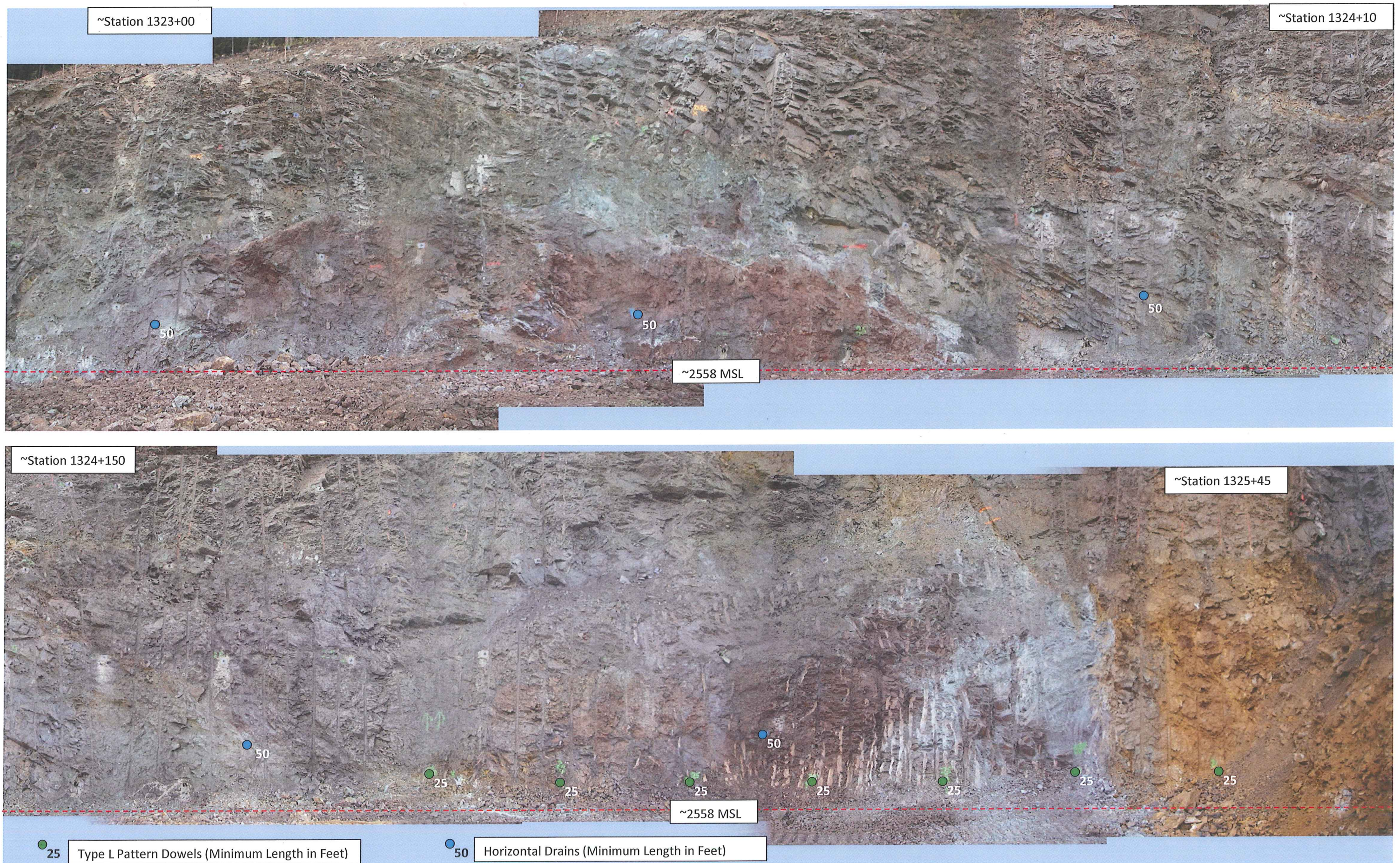


Figure 1. A photograph showing the lift inspection from approximate station 1323+00 to 1325+45 to approximate elevation 2558 MSL.





Figure 2. A photograph showing 3 spot dowels located at approximate station 1339+40. 20 Type L Spot Dowel (Minimum Length in Feet)